

**Summary Table**  
**of Public Health Amendments to the 2016-2024 Williston Comprehensive Plan**

<b>Chapter 1</b>	
<b>Section</b>	<b>Change Excerpt</b>
First paragraph	Throughout this transformation, the town has used its planning process to address the impacts that have resulted from population growth, economic transformation, and land use change, on the environment and character of the community, <u>and the well-being of residents.</u> <del>while it</del> It has strived to provide the necessary public facilities and services needed as the town has changed and grown.
Last paragraph on page 1	Add sentence, " <u>In 2020 the Energy Plan (Chapter 11) is being amended while simultaneously bringing focus to bear on healthy community design and its impact on the wellbeing of our residents and visitors.</u> "
<b>Chapter 2</b>	
<b>Section</b>	<b>Change Excerpt</b>
Page 9, last paragraph	Add paragraph, " <u>Williston has a vision to support active living, healthy eating, access to services and recreational opportunities within the town. Healthy community design is a way of planning and designing communities that improves well-being and makes it easier for people to live healthy lives. Williston can help reduce disease rates by using healthy community design principles that help people be physically active, prevent tobacco use, and eat a healthier diet. These three behaviors lower our risk for the four diseases which cause the deaths of over half of Vermonters (see Figure 2.H below).</u> "
<b>Williston’s Vision for the Future</b>	
<b>Section</b>	<b>Change Excerpt</b>
Page 12	Amend the following bullet points: <ul style="list-style-type: none"> <li>• encourage and support the use of mass transit and non-motorized modes of transportation through mixed use development policies, <u>Complete Street applications</u> and transportation facilities planning;</li> <li>• sustain rural landscapes by requiring <u>an open space pattern usable, on-site open space</u> for subdivisions, <del>and other multi-family developments,</del> conserving lands identified in Chapter 13 - Open Space and Working Landscapes through acquisitions or easements; and finding ways to help the owners of working lands continue their stewardship;</li> <li>• protect residential neighborhoods from incompatible uses and offer incentives for the provision of a diverse housing stock. <u>Housing will be constructed in a manner that supports the health and safety of the occupant. and; including include</u> homes that are affordable to working people and their families;</li> <li>• attend to the details of site planning <u>and with human-scale</u> architectural design, including outdoor lighting, signage, access, and landscaping that give development both market appeal and long-term community value;</li> <li>• invest in new facilities, including utilities, roads, schools, parks, <u>community gardens,</u> and trails, as necessary, while managing the location and pace of development to ensure that growth does not outstrip the capacity of public facilities and services, including fire protection and law enforcement;</li> </ul>

	<ul style="list-style-type: none"> <li>• <u>consider a resolution to establish a food policy council, park and recreation agreements, and other local government policies supporting community gardens and a year-round farmers market.</u></li> <li>• engage all citizens who are interested and willing to participate in the town’s planning process. <u>Provide accessible opportunities for residents from all backgrounds, ages and abilities to participate in the town’s planning process. (Note: this could mean varying the times of the engagement events, providing childcare, ensuring reasonable transit options to lower the attendance barriers as much as possible.)</u></li> </ul>
Chapter 3 – Land Use	
Section	Change Excerpt
Paragraph 1	The rapid growth of the town’s population and housing stock is clearly reflected in the landscape we drive through every day. The question is: how do we deal with that change? How do we maintain the town’s vision at it was stated in Chapter 2? How do we ensure that new uses will be compatible with the old? How do we protect environmental quality and the rural landscape that remains? <u>How do land-use decisions affect the well-being of our residents?</u> How do we meet the growing demand for public facilities? How do we <u>ensure that Healthy Community Design strategies are the default the way we build and design our community so that it promotes optimal physical and mental health? nurture good design?</u>
3.1 Overview, page 14	<b>3.1 – Taft Corners and Growth Center</b> – Williston has emerged as a regional center of commerce, business, and employment. The town accounts for more retail sales than any other municipality in Vermont. This objective provides a basis for the town’s continuing efforts to build a design-conscious, <u>bike/pedestrian-friendly</u> , mixed-use town center <u>that provides convenience, leisure and social uses for employees and residents in the context of a thriving commercial center. in the area of Taft Corners.</u>
3.6 Overview, Page 14	<b>3.6 – Williston Village</b> – “Williston Village” is broadly the area in the Village Land Use designation and the Village Zoning District (VZD). Contained within the VZD, there is a state-designated Village Center, which roughly contains both the Williston Village National Register Historic District and the “Additional Review Area.” See Map 6. This objective continues the policy of maintaining the historic <u>physical and cultural</u> character of the village.
3.1, paragraph 2 Page 16	The question is how the Taft Corners area can be encouraged to evolve into a more cohesive, more diverse, <u>more pedestrian-friendly</u> , and more functional commercial center <u>that safely supports active transportation options for people of all ages and abilities through Complete Streets applications, human-scale design considerations and improved mobility management overall.</u> A great deal of discussion has been devoted to this topic since the Pyramid Mall was proposed (on the site where Maple Tree Place now stands) in 1977. As a result, the Taft Corners area has more sidewalks and bike paths, more landscaping, and more restrained signs than most similar commercial districts. More....
3.1.1 Page 16	<b>3.1.1 Work with Developers to Build Grid Streets.</b> Williston will support and encourage landowners to build the grid streets that have been planned for the Taft Corners area west of route 2A between Marshall Avenue and Williston Road. Williston should consider adding proposed grid streets to the list of approved projects in the Traffic Impact Fee Ordinance. These streets will provide the access needed for a more intense, <u>bicycle and</u> pedestrian-friendly development pattern. More...
3.1.5 Page 18	<b>3.1.5 Consider Developing and Adopting a Form Based Code.</b> The town’s development standards in the growth center already contain some form-based elements which are a method of regulating development to achieve a specific physical form, with less focus on use categories and more emphasis on the relationship between buildings and the street, and the form and mass of buildings to one another. The town should consider making greater use of form-based techniques in the Growth Center as a means of refining the town’s current development standards. <u>Drafting a form-based code will use a participatory and inclusive public process.</u>

	<a href="#">In this way, form-based zoning supports equitable public policies, while promoting walkable, human-scaled development that help residents and businesses thrive.</a>
3.4 Page 20	<p><b>3.4 - Residential Neighborhoods – The Town of Williston will continue to protect the character of its residential neighborhoods. It will also <del>include encourage better neighborhood design</del> use <u>healthy community design elements</u> in the Residential Zoning District.</b></p> <p>The Residential Zoning District provides a regulatory framework for residential development that is, in most cases, served by central water and sewerage. It encompasses some 2,391 acres and includes most of Williston’s dwellings. The town’s subdivision evaluation criteria were recently amended to favor site plans that protect open space resources, provide landscaped buffers, and promote walking <u>and biking</u>.</p>
3.6.1 Page 20-21	<p><b>3.6.1 Develop and Adopt a Village Master Plan.</b> The village planning process should aim to preserve the historic character and pedestrian friendliness of the village and consider the present town green, the possibility of connecting streets within the village to enhance <u>the circulation of traffic-motor vehicles and those using active transport modes and pedestrian circulation, and</u> <del>The town will also support</del> appropriate improvements at the intersection of North Williston, Oak Hill, and Rt. 2, as well as limitations on development imposed by the wetlands and streams that are found throughout the Village. As of June, 2016, the town has begun the process of creating a Village Master Plan.</p>
<b>Chapter 4 – Community Design</b>	
<b>Section</b>	<b>Change Excerpt</b>
First paragraph, Page 23	<p>This element in the town’s plan reflects the emphasis placed on design in Williston’s vision for the future. That vision calls for the use of design review in the historic village and commercial areas, and careful attention to details like <u>pedestrian-scale buildings and street networks, outdoor lighting, safer street crossings, protected bicycle lanes, speed humps traffic calming and street landscaping and wayfinding, landscaping, outdoor lighting, and signs throughout the town.</u> The objectives listed below explain how the town is working to implement this part of its vision.</p>
4.4 Overview Page 23	<p><b>4.4 – Urban Parks</b> - include plazas, greens, and other spaces that provide shoppers and workers an opportunity to enjoy the out-of-doors in commercial areas. They are usually privately-owned and maintained. The town <u>recognizes the social, environmental and aesthetic value of urban parks and</u> will continue to incentivize <u>their the</u> creation <u>of urban parks</u> in the Growth Center and will refine the requirements for urban parks.</p>
4.5 Overview Page 23	<p><b>4.5 - Neighborhood Parks</b> - are privately-owned parks that provide outdoor recreation in residential neighborhoods. They are usually privately-owned and maintained. The town will continue to require appropriately sized, <u>purposefully designed, accessible to all ages and abilities, culturally relevant and developed</u> neighborhood parks in new projects-</p>
4.6 Overview Page 23	<p><b>4.6 – Signs and Outdoor Lighting</b> – This objective addresses two elements of design that have a major impact on traffic safety, neighboring properties, the town’s appearance, and the night sky. <u>In addition to the aesthetic impact of signage, the content may promote products and behaviors that have adverse affects on health.</u> <del>The town may</del> will consider <u>a content neutral ordinance for signage to help prevent substance misuse among young people, and support community members in recovery from substance use disorder and to maintain aesthetic appeal. The town will advocate for the voluntary compliance with best practices regarding public health. For example, not advertising substances that are harmful to health.</u></p>

<p>4.2.3 Page 25</p>	<p><b>4.2.3 Minimize the Surface Area Devoted to Parking.</b> The town will continue to require adequate parking and to require shared parking where feasible <u>to create “park once” conditions in- the growth center. The “park once” concept requires a system that allows people to park their car once and circulate throughout the business district through a network of interconnected walking paths or transit.</u> For both design and water quality reasons, the town will limit the number of spaces to no more than the number required. <u>The town will also consider reducing or eliminating parking minimums.</u></p>
<p>4.2.4 Page 25</p>	<p><b>4.2.4 Continue to Minimize the Visual Impact of Parking.</b> Asphalt and automobiles should not dominate Williston streetscapes. The design guidelines will continue to require that parking be placed behind or beside buildings wherever the site permits. Landscaped buffers <u>around the perimeter for to obscure</u> parking areas <u>as well as landscaped island within parking areas</u> will also be required. <u>Solar canopies/pavilions are considered positive aesthetic additions to open parking, especially in conjunction with landscaping.</u></p>
<p>4.4 Second paragraph Page 26</p>	<p>Urban Parks offer residents, workers, and shoppers’ opportunities both for movement and peaceful contemplation. <u>Their benefits to users</u> include stress reduction, an opportunity to connect with the seasons, <u>and be physically active to be physically active.</u> Parks impart a sense of vitality in commercial and mixed-use centers. Properly designed urban parks function both as destinations and safe, pleasant <u>pedestrian-active transportation</u> linkages within a development.</p>
<p>4.4.3</p>	<p><b>4.4.3 Refine the Requirements for Urban Parks. The town will examine the effectiveness of the current requirements for urban parks and will revise these requirements as necessary to achieve the following:</b></p> <ul style="list-style-type: none"> <li>• Urban parks should be sized appropriately and in proportion to the size and intensity of the development they are a part of.</li> <li>• Urban parks should be located so as to provide employees, shoppers, and residents with easy <u>bicycle and</u> pedestrian access to nature in the form of green grass, trees, and flowers. Water features may be appropriate.</li> <li>• Urban parks should enliven and beautify commercial spaces, especially during the summer. There should be comfortable places to sit. Where possible, sun pockets should be created to lengthen the park’s useful season.</li> <li>• <u>Urban parks should contribute to the public enjoyment of scenic vistas, including views of the Adirondacks or Green Mountains.</u></li> <li>• <u>Urban parks may be designated to be substance-free and promote substance-free events to provide supportive environments for youth and people in recovery.</u></li> <li>• Urban parks may incorporate conservation features, such as streams or wetlands, and the required buffers. They may also incorporate stormwater management features.</li> <li>• Urban parks should incorporate statuary, murals, or other forms of public art</li> </ul>
<p>4.4.4 Page 26</p>	<p><b>4.4.4 Development and Maintenance of Urban Parks.</b> Urban Parks are one of several design options in Williston’s bylaw that may be required under the development standards for commercial areas. The maintenance of urban parks is the responsibility of the developer and future</p>

	owners, including homeowners' associations where residences are included in mixed-use projects. Required maintenance will include mowing and landscape maintenance, <u>including replanting as necessary</u> , litter removal, and the regular upkeep and repair of facilities like benches and tables.
4.5 Page 27	<p><b>4.5 - Neighborhood Parks - The Town of Williston will encourage and, in some cases, require the provision of neighborhood parks in new residential developments. The town will also seek to provide neighborhood parks to existing neighborhoods where they are needed.</b></p> <p>A neighborhood park provides a breath of fresh air, a place to pause along a trail and watch the sky change, a place for children to romp that is bigger than the backyard, or a place to shoot a few baskets on Sunday afternoon. A small park near peoples' homes also encourages outdoor socializing, provides a central gathering place for neighborhood activities, and builds a sense of community. Neighborhood Parks are usually privately-owned and maintained. <u>The town will encourage owners of privately owned parks to declare the properties substance-free and promote substance-free events to provide supportive environments for youth and people in recovery.</u> Town-owned community and country parks, such as the Rossignol Park and Five Tree Hill Country Park, are described in Chapter 9 - Parks &amp; Recreation.</p> <p>Neighborhood parks are intended primarily to serve the residents within the development in which the park is located. These parks are typically created during the design of a new neighborhood. Wherever possible they should be connected to larger open spaces via public paths or trails, <u>ideally at multiple access points. Adequate, secure bicycle parking should also be available.</u> It may be appropriate to provide a handful of parking spaces, but automobile access should not be emphasized.</p>
4.5.2 Page 28	<p><b>Add bullet point:</b></p> <ul style="list-style-type: none"> <li>• <u>Neighborhood parks may choose to be substance-free and promote substance-free events to provide supportive environments for youth and people in recovery.</u></li> </ul>
<b>Chapter 5 - Housing and Growth Management</b>	
<b>Section</b>	<b>Change Excerpt</b>
Page 33	<ul style="list-style-type: none"> <li>• <u>Williston must also plan for an older and aging population. As described in Chapter 2, the population of Williston and the region is aging, and people of retirement age and older are expected to grow significantly for the foreseeable future. Older residents will require housing that is located close to services, a safe walkable, bikeable infrastructure and easy access to <del>non-motorized transportation options and</del> public transportation. New housing units will need to be designed to provide shelter for smaller households, with options for one-story living. Consider requiring Universal Access Design (UAD) for certain buildings and/or as one of the incentive options for Planned Unit Development density bonuses. UAD helps make buildings/spaces that can be accessed and by all people regardless of their age, size, ability or disability.</u></li> </ul>
<b>Chapter 6 - Transportation</b>	
<b>Section</b>	<b>Change Excerpt</b>
6.1 Page 41	<ol style="list-style-type: none"> <li><b>Major Road Plan</b> - The functional classification map adopted here serves as a factual basis for the implementation of transportation and land use policies.</li> <li><b>Sidewalks, Paths, and Trails</b> – A network of interconnected sidewalks, paths, and trails designed to serve the transportation and recreation needs of pedestrians and bicyclists <u>of all ages and abilities.</u></li> <li><b>Public Transportation Plan</b> – Transit routes designed to provide bus service connecting the town's high intensity growth center in the Taft Corners area where employment and retail</li> </ol>

	<p>shopping opportunities are concentrated <del>linking to rural</del> Williston <del>and with</del> other communities in the region. This objective also calls for a transit center in the Taft Corners area.</p> <p>d) <b>Connectivity</b> - Ensuring <del>good</del> <u>safe, efficient</u> vehicular, bicycle, and pedestrian circulation among neighborhoods is among the main themes of planning in Williston.</p>
6.1.2	<p><b>6.1.2 Sidewalks, Paths, and Trails</b> – Sidewalks, paths, and trails facilitating the movement of people by walking and bicycling is an essential element of the town’s transportation plan. The Town of Williston will seek funding for improvements that are needed to provide <u>safe</u> pedestrian and bicycle <del>circulation infrastructure</del> throughout town, <del>and to enhance cyclist and pedestrian safety</del>.</p>
6.1.2.2 Page 43	<p><b>6.1.2.2 Build Other Sidewalks and Paths, as Needed.</b> <u>It is the responsibility of the developer to provide</u> <del>The provision of</del> sidewalks, paths, and trails <del>within</del> new projects <u>as well as connections to existing sidewalks, paths and trails adjacent to the new project.</u> <del>is the responsibility of the developer</del> (see Policy 6.7.1 below), but the town may need to fill gaps in its bicycle and pedestrian circulation system. Paths that provide north-south and east-west transportation and recreation routes along or near heavily traveled roadways should be prioritized. Pedestrian and non-motorized facility priorities include:</p>
6.1.3.2 Page 45	<p><b>6.1.3.2 Continue to Promote Construction of Ride Sharing Facilities.</b> The park-and-ride listed in 6.4.4 will help make public transportation a more viable alternative in Williston. When this facility is completed, the GMT should develop a plan for providing regular transit service to this facility so that users of this facility will have safe and convenient access to regional and local transit services. <del>In an effort to accommodate those wishing to a more active commute, the town will provide</del> <u>secure, sheltered bicycle facilities to support hybrid multi-modal commutes and other trips that combine active transportation and bussing transportation.</u></p>
6.1.4 Page 46	<ul style="list-style-type: none"> <li>Connecting neighborhoods promotes a sense of community throughout the town. <del>Additionally, there is a clear relationship between community design and mental health. The relationship is complex and there is no one way</del> <u>are many ways to design a community that supports the mental health of all residents. The environment can contribute to an individual’s sense of wellbeing, to counter the effects of isolation.</u> <u>Accessible, well-designed, safe, multi-modal transportation is key to connecting people to where they wish to go and to each other.</u></li> </ul>
6.1.4.2 Page 46	<p><b>6.1.4.2 Require Connectivity as a Condition of Development Approval.</b> Commercial and residential developments must have safe, functional access for vehicles, pedestrians, and cyclists throughout the site. They should also have safe, functional connections with adjoining developments, <u>ensuring contiguous infrastructure for all modes. If the new development does not adjoin any currently developed properties, the developer will provide infrastructure for all modes, connecting to the nearest existing network.</u> Providing connections will ordinarily be the responsibility of the developer. The town may choose to invest in increasing connectivity where doing so will benefit the community. (For example, see for example Policies 6.4.1 and 6.4.5 below.)</p>
6.4.4	<p><b>6.4.4 Build a Williston Park-and-Ride.</b> VTrans has planned to construct a regional park and ride facility on the south side of I-89 at Exit 12. The town continues to support the completion of this regional facility. In addition, the town should consider working with interested developers to create a <del>locally oriented</del> park-and-ride facility designed to support ride sharing and <u>all</u> transit</p>

	<a href="#">modes</a> oriented towards <a href="#">intra-Williston residents movement</a> . Possible locations for this facility could include the Williston village or within the Taft Corners area.
<b>Chapter 7 – Economic Development</b>	
<b>Section</b>	<b>Change Excerpt</b>
N/A	No changes proposed
<b>Chapter 8 – Public Facilities and Services</b>	
<b>Section</b>	<b>Change Excerpt</b>
First paragraph Page 62	As Williston has grown over the years keeping pace with the ever-present demand for affordable public services for Williston’s ever-increasing number of residents, workers, commuters, and shoppers has been a challenge. While the town has made significant strides in addressing the demands for these services by investing in new facilities, the process of meeting the needs of the town is an ever evolving one. This chapter assesses the current capacity of each town service to continue to provide <a href="#">accessible</a> , high quality municipal services to the town’s residents and businesses, and to plan for the future growth of the town and provides policy direction for how capacity should, where necessary, be expanded.
<b>Chapter 9 – Recreation and Park Resources</b>	
<b>Section</b>	<b>Change Excerpt</b>
Page 74-75	<ul style="list-style-type: none"> <li>• <b>Conservation Areas</b>, such as Brownell Mountain and the Mud Pond Conservation Area, are publicly-owned open space landscapes that are used recreationally, but are primarily managed to conserve the natural ecosystem. Information about Williston’s Conservation Areas is found in Chapter 13 – Open Space and Working Landscapes. <a href="#">Recreation areas and natural space in communities are linked to a greater sense of well-being and social interconnectedness of residents.</a></li> <li>• <b>Neighborhood and Urban Parks</b> are privately-owned parks. Urban Parks include plazas, greens, and other spaces that provide shoppers and workers an opportunity to enjoy the outdoors in commercial areas. Neighborhood Parks are privately-owned parks that provide outdoor recreation in residential neighborhoods. <a href="#">Access to green space helps people manage depression, anxiety and stress</a> better. The town encourages and, in some cases, requires the provision of urban parks and neighborhood parks in new residential, commercial, and mixed-use developments. Information about Williston’s privately-owned urban parks and neighborhood parks is found in Chapter 4 – Community Design.</li> <li>• <b>Sidewalks and Paths</b> <del>_ are used recreationally but are primarily designed for transportation purposes.</del> <a href="#">People are more likely to walk or bike when communities have well-maintained networks of sidewalks and bike lanes. Though sidewalks and paths are used recreationally they are primarily designed for transportation purposes.</a> Sidewalks are typically constructed as part of neighborhoods and are designed for pedestrian uses such as walking and jogging. Paths link neighborhoods and are designed to accommodate a broad range of non-motorized uses such as walking, jogging and biking. Information about Williston’s sidewalks and paths is found in Chapter 6 – Transportation.</li> </ul>
9.4 Page 78	Country parks provide public access to natural areas. They offer Williston residents opportunities for a hike in the woods, a quiet snowshoe walk, or a few minutes enjoying a scenic view. There are currently about 256 acres of designated country park land. <a href="#">Access to bodies of water such as ponds and streams</a>

	<u>(aka blue space) and green space has positive effects on health and perception of health.</u> As indicated in Section 9.4.2, the town also owns a 107-acre parcel that is planned for a future country park.
8.4.2 Page 78	The town owns the summit and north side of Brownell Mountain. A natural resource inventory of this property was completed in 1995. This property currently functions as a conservation area, with some informal trails. The Conservation Commission is currently drafting a management plan and taking steps to develop this area as a country park, with a small parking area <u>for automobiles and bicycles</u> on South Brownell Road and a formal trail to the summit. Selective clearing near the summit is being considered to create a west-facing scenic overlook with a sitting bench. The town is also in the process of considering acquiring a significant portion of the Catamount Family Outdoor Center property for possible use as a community forest.
9.4.3 Page 79	<ul style="list-style-type: none"> <li>Small gravel parking areas <u>with accommodation for automobiles and bicycles</u> and informational kiosks may be provided at country park trailheads. At scenic overlooks, the installation of benches and picnic tables, and limited selective clearing may be acceptable. All facilities should be sited and designed to visually blend into the natural environment.</li> </ul>
<b>Chapter 10 – Education and Child Care</b>	
<b>Section</b>	<b>Change Excerpt</b>
N/A	No changes proposed
<b>Chapter 11- Energy Efficiency and Conservation</b>	
<b>Section</b>	<b>Change Excerpt</b>
N/A	No changes proposed
<b>Chapter 12- Watershed Health</b>	
<b>Section</b>	<b>Change Excerpt</b>
N/A	No changes proposed
<b>Chapter 13 – Natural and Cultural Resources</b>	
<b>Section</b>	<b>Change Excerpt</b>
First paragraph Page 108	<p>Maintaining significant natural and cultural resources, including open space and scenic, working landscapes are among Williston’s most important goals for the future. The vision statement presented in Chapter 2 states that the town will:</p> <ul style="list-style-type: none"> <li>sustain rural landscapes by requiring an open space pattern for subdivisions, conserving lands identified as high priority through acquisitions or easements, and supporting continued stewardship <u>of workingof working lands;lands;</u> and</li> </ul>
13.1 Page 110	<b>13.1 - Conservation Areas - The Town of Williston will protect conservation areas that provide significant benefits for soil conservation, water quality, groundwater recharge, <del>and</del> biological diversity, <u>and the well-being of residents.</u></b>
<b>Chapter 14 - Implementation</b>	
<b>Section</b>	<b>Change Excerpt</b>
N/A	No changes proposed